2013 Transportation Update
The 2013 Transportation Update compiles data related to travel to the PSU University District. This report outlines some of the current trends and future challenges relevant to transportation at Portland State University. This report was compiled by PSU’s Campus Planning Office and Transportation & Parking Services. Contributors include:

Brian Hurley, Assistant Campus Planner; Campus Planning Office
Indrani Boyle, Associate Campus Planner; Campus Planning Office
Kate Petak, Bicycle Programs Specialist; Transportation & Parking Services
Molly Bressers, Program & Outreach Coordinator; Campus Sustainability Office
Ian Stude, Transportation Options Manager; Transportation & Parking Services
Sarah Renkens, Director; Transportation & Parking Services

For additional information please contact;
PSU Campus Planning Office
campusplanning@pdx.edu
http://www.pdx.edu/planning-sustainability
The 2013 Transportation update contains an overview of the transportation trends and choices of the Portland State University community. Portland State is an urban campus located in the University District at the southern end of downtown Portland, and is a bustling hub of transportation activity. The PSU population includes over 30,000 students, faculty, and staff who make various trips to and from the campus and University District. PSU’s policies promote and support balanced transportation options, and the PSU population utilizes many different modes of transportation to access the campus.

Transportation data is collected from a number of sources including annual surveys, inventories, and market studies:

- The Annual PSU Transportation Survey is conducted in the Fall Term of every year and is distributed to a sample of the student population and the entire employee population.

- The PSU Bicycle Transportation Survey is typically distributed in the Spring Term to members of the PSU Bike Hub, individuals who participate in the Bike to PSU Challenge, and to others through posters and fliers.

- Bicycle Parking Inventories are conducted in the Fall and Spring Terms to determine occupancy at university operated bicycle parking facilities.

- The PSU Housing & Parking Market Study contains an inventory and rate comparison of PSU housing and parking facilities with the surrounding private market.
Portland State University students and employees have a number of transportation options available when commuting to campus. The charts to the right display the trends of the four most common modes used by the University Population.

Transit ridership accounts for 45% of student trips to campus, and has reached its highest rate since PSU began collecting commute data. The student share of drive alone trips continues to decline, accounting for 17% of student trips to campus. Bicycle trips account for 9% of student trips to campus, a slight decrease from previous years. Student walking trips have increased, accounting for 21% of student trips to campus.

From 2011 to 2012, the share of employee drive alone trips decreased to 26%, continuing a downward trend. Employee transit ridership increased to 44%, remaining steady with previous years. Employee walking trips, accounting for 6% of trips, continues to decrease. The share of employee bicycle trips remained constant from 2011 at 13% of all employee trips to campus.

Data from carpooling, being dropped off, motorcycle or scooter, and other modes is collected, but not shown graphically in these charts. Carpooling accounts for 3% of student trips and 6% of employee trips. The remaining modes account for a total of 4% of student trips and 5% of employee trips.
Mass transit is the most common mode used by both students and employees traveling to the University District. TriMet provides bus and MAX light rail service to the tri-county Portland region, the Portland Streetcar operates within the central city area, and C-Tran provides bus service to Clark County in neighboring Washington State.

The University District has nine bus stops, five streetcar stops, and four MAX light rail stops. An additional MAX station is scheduled to open in close proximity to the university when the TriMet Portland-Milwaukie Light Rail line opens in 2015.

According to the TriMet Fall 2012 Passenger Census, the University District experienced over 17,000 boarding and departures each weekday, and approximately 14,000 each weekend; making the University District one of the most heavily utilized transit hubs in the city. The University District MAX Stations located at the PSU Urban Plaza (the SW 5th & Mill Street MAX Station and the SW 6th & Montgomery MAX Station), are among the top fifteen most widely used stations in the entire MAX system.
Student Transit Trends  
(Annual Transportation Survey)

Transit use has continued to rise among the PSU student population, accounting for 45% of total student trips to campus. Of the students who responded to the transportation survey, 54% rode transit to campus at least once during the week.

Employee Transit Trends  
(Annual Transportation Survey)

The trend for employee transit trips to campus has remained relatively constant since 2004, with a slight decrease in 2011. In 2012 employee transit trips accounted for 44% of total employee trips to campus, and 53% of employees who responded to the survey rode transit to campus at least once per week.
**Price of Student FlexPass, 3 All-Zone Monthly Passes, and Parking Permit for PSU Students, 2005-2012**

PSU offers students the FlexPass, an All-Zone TriMet transit pass at a rate 33% lower than the retail price for monthly passes.

The price of the FlexPass rose $95 from 2005 to 2012. The discount has ranged between $74 and $95 during this time.

**Price of Employee Passport, 3 All-Zone Monthly Passes, and Parking Permit for PSU Employees, 2005-2012**

PSU offers employees the Passport, an All-Zone TriMet transit at a rate 41% lower than the retail price of monthly passes.

The price of the Passport rose $61 between 2005 and 2012, during this time the discount has ranged between $123 and $175 less than retail price.
Portland State University operates in a competitive parking market. There are over 8,000 off-street parking spaces located within the vicinity of campus. Portland State owns and operates approximately half of these off-street parking spaces. Within the district there are approximately 600 on-street spaces operated by the City of Portland.

The average cost of hourly, daily, and monthly parking is lower in PSU facilities than in competitor facilities. PSU students and employees pay an average of 30% less to park at PSU facilities when compared to market facilities.

Despite this price difference, the demand for parking at PSU is not unlimited. Changes to facilities or pricing could influence the parking decisions of students and employees in the future.

University District Average Parking Rates
PSU and Private Market Off-Street Parking:

<table>
<thead>
<tr>
<th></th>
<th>Hourly</th>
<th>Daily</th>
<th>Monthly</th>
</tr>
</thead>
<tbody>
<tr>
<td>PSU Students/Employees</td>
<td>$3.00</td>
<td>$10.67</td>
<td>$120.92</td>
</tr>
<tr>
<td>PSU Tenant</td>
<td>$3.00</td>
<td>$10.67</td>
<td>$167.86</td>
</tr>
<tr>
<td>1-Block Market</td>
<td>$3.89</td>
<td>$11.72</td>
<td>$178.11</td>
</tr>
<tr>
<td>3-Block Market</td>
<td>$4.08</td>
<td>$11.05</td>
<td>$162.96</td>
</tr>
</tbody>
</table>
Student Driving Trends (Annual Transportation Survey)

Student drive alone trips have continued to decline over the past decade. Fall 2012 was the first time the share of students who drive alone as their primary commute mode fell below 20%. The total share of student drive alone trips currently accounts for only 17% of total student trips to campus. This is likely a result of convenient transportation options, safer bicycle facilities, university subsidized transit passes, and increased parking rates.

Employee Driving Trends (Annual Transportation Survey)

The number of employee drive alone trips has declined since 1996, although the rate has flattened and increased in recent years. In Fall 2012 the employee drive alone trip rate experienced a decline from the previous year, with the share of employee drive alone trips accounting for 26% of total employee trips to campus. The share of employees who drive alone as their primary commute mode accounts of 24% of the employee population.
Data related to bicycle use at PSU is collected through several different methods. In addition to the Annual Transportation Survey, Transportation & Parking Services periodically distributes a survey to bicyclists. This user survey aims to identify the most pressing concerns among bicyclists, including safety, access, parking, and security. Additional data is collected through quarterly bicycle parking counts. These counts reflect bike rack occupancy and seasonal changes in ridership.

Programming is an important aspect of the bicycle environment at PSU. The PSU Bike Hub offers repairs, retail, workshop space, and courses on bicycle maintenance. PSU sponsors the Bike to PSU Challenge every spring, offering prizes and incentives for riders.

According to the 2010 PSU Climate Action Plan, PSU aspires to have a 20% bicycle mode split by 2030. Currently 9% of student trips and 13% of employee trips to PSU are taken by bicycle.

Although survey responses indicate a decline in the share of student trips taken by bicycle, counts of bicycles parked on campus and participation in Bike Hub programs have not declined. Additional research is needed to determine whether the shift in survey responses represent a trend, or simply reflect weather conditions or a change in the pool of respondents.

13% of employee trips and 9% of student trips to PSU are by bike.
**Student Biking Trends**  
*(Annual Transportation Survey)*

Student bicycle use has grown rapidly over the past decade, 2012 represents the first decline in total share of student trips taken by bicycle, accounting for 9% of student trips. More than 12% of students travel to campus by bicycle at least once per week, and 9% of students utilize a bicycle as their primary commute mode to campus.

---

**Employee Biking Trends**  
*(Annual Transportation Survey)*

Employee bicycle trips to campus have also experienced a slight decrease between 2011 and 2012. Bicycle trips currently account for 13% of the total employee trips to campus. Bicycling to campus as a primary mode accounts for 12% of the employee population, and 17% of employees indicated that they bicycled to campus at least once per week.
PSU Bicycle Corridors
(2012 Bicycle Survey)

The most commonly used bicycle corridors in the PSU University District are SW Broadway, SW 5th Ave, and SW 4th Ave.

These streets differ vastly in their bicycle infrastructure; SW Broadway contains a buffered cycle track, SW 5th Ave contains a bike lane, and SW 4th Ave contains no bicycle facilities. East-West access is spread across several streets, with the most commonly used streets being SW Harrison, SW Montgomery, and SW Hall.

SW Harrison will likely become a more popular route with the opening of the Collaborative Life Sciences Building at the South Waterfront in Spring 2014.

More cyclists favor the direct access and bicycle facilities of the streets in the eastern part of the district. With the exception of a bike lane on 13th, none of the streets on the west side of the district have any dedicated bicycle facilities.

This data is collected from the PSU Bicycle Survey where respondents are asked to identify which route they use to access campus, 502 individuals responded to the question.

Frequency of Responses

- 1 - 16
- 16 - 33
- 33 - 54
- 54 - 93
- 93 - 142
The number of short term bicycle parking spaces on campus has risen from 424 spaces to 1854 spaces since 2004. This large increase in bike parking capacity is part of an effort to provide sufficient bike parking at all destinations on campus. There are also more than 267 long term sheltered parking spaces in six secure bicycle garages located on campus.

The total occupancy of University-wide bicycle parking has ranged from 37% to 66% over the past decade. However, these occupancy rates do not address the difficulty of finding parking at certain locations. The spaces located at the Academic & Student Resource Center, Neuberger Hall, and the Fourth Ave Building often reach or exceed capacity (see table above). Provisions for improved short and long-term bicycle parking are essential to the support and encouragement of bicycling as a commute option for the PSU community.
Student Walking Trends  
(Annual Transportation Survey)

Students are much more likely to walk to the University District than employees. Student walking trips account for 21% of the total student trips to campus. 18% of students indicated that they walk to campus at least once per week, and 16% indicated that they utilize walking as a primary mode of travel to campus. This sharp increase in student walking trips could possibly be attributed to increased housing options located in close vicinity to campus.

Employee Walking Trends  
(Annual Transportation Survey)

The number of employee walking trips to campus continues to decline since a peak in 2010. Currently walking trips account for 6% of the total share of employee trips to campus. 7% of employees indicated that they walk to campus at least once per week, and only 5% of employees utilize walking as their primary mode of travel to campus.
The University aims to reduce drive alone trips to 15% of trips by 2030. Increasing biking and walking to campus among students and employees is an inherent part of this goal. PSU has little control over the City of Portland bicycle infrastructure, and is limited in building facilities apart from supplying bicycle parking. PSU Transportation & Parking services encourages cycling through providing bicycle parking, programing, and events.

External factors, such as local economic conditions and the high number of privately owned parking facilities limit the influence PSU has over student and employee mode choice, and complicate PSU pricing decisions. In 2012 TriMet increased fares and eliminated the Free Rail Zone for both MAX and streetcar services, the long term impact of these changes on the PSU mode split is still undetermined.
In order to help determine how PSU can reduce drive alone trips to only 15% of total university commute trips, Campus Planning Office asks in the Annual Transportation Survey what benefits would encourage drivers to choose another option. The most common response every year has been larger discounts on TriMet passes (see chart to the right).

Transit passes to students and employees are currently subsidized by PSU and purchased at a bulk rate from TriMet (see page 7). Parking permit revenue contributes to the PSU subsidies. In order to provide a greater discount on TriMet passes under the existing funding structure, PSU would need to generate increased revenue from parking to increase the subsidy.

PSU parking however, operates within a competitive parking market which influences any potential increases in PSU parking rates. Raising prices substantially could lead students, employees, and tenants to pursue off campus parking options. According to the 2012 Market Study, PSU's parking rates remain below the average for the University District (see table below and to the right). PSU employees and students currently pay approximately 30% less on average for on-campus monthly parking when compared to the market rate lots surrounding campus.

Additionally, as transportation options continue to expand the demand for parking permits has begun to decline, reducing revenue that can be utilized for subsidy. Finding an alternative source of subsidy is another option for making transit more affordable for students and employees.

University District Average Parking Rates 2012, PSU and Private Market Off-Street Parking:

<table>
<thead>
<tr>
<th></th>
<th>Hourly</th>
<th>Daily</th>
<th>Monthly</th>
</tr>
</thead>
<tbody>
<tr>
<td>PSU Students/Employees</td>
<td>$3.00</td>
<td>$10.67</td>
<td>$120.92</td>
</tr>
<tr>
<td>PSU Tenant</td>
<td>$3.00</td>
<td>$10.67</td>
<td>$167.86</td>
</tr>
<tr>
<td>1-Block Market</td>
<td>$3.89</td>
<td>$11.72</td>
<td>$178.11</td>
</tr>
<tr>
<td>3-Block Market</td>
<td>$4.08</td>
<td>$11.05</td>
<td>$162.96</td>
</tr>
</tbody>
</table>
A number of new developments and transportation projects in the University District will further alter and enhance the transportation environment surrounding PSU. The opening of housing development surrounding the University District will offer increased student housing options within walking distance of campus. Renovations and improvements to the PSU parking structures will provide an improved on-campus parking environment. The opening of the Collaborative Life Sciences Building off-campus in the South Waterfront will create an increase in trips as student, faculty, and staff travel between campus and the new building.

Public Transit options available to the PSU community continue to expand with construction of a new MAX line and transit station that will provide a direct light rail transit connection between PSU and south-eastern Portland. PSU has also extended a multi-year agreement with the Portland Streetcar that allows free use by students, faculty, and staff. In 2014 Portland will implement a bike share program throughout the central city, potentially including stations in the University District.

Future transportation surveys and inventories will document changes in commuting trends as a result of changes to infrastructure, programs, and policies.

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Anticipated Impacts and Challenges</th>
</tr>
</thead>
</table>
| Development of Private Housing (Fall 2013) | - The MW8 student housing project is planned to include 129 beds in 54 units at SW 5th and SW College  
- Although not affiliated with PSU, the project is likely to house PSU students who will then be located within walking distance of campus  
- Additional nearby developments have been proposed |
| Opening of the Collaborative Life Sciences Building (Fall 2014) | - Limited parking for students and employees  
- Difficult connections for pedestrians and cyclists  
- Transit access will improve in 2015 |
| Construction of Portland-Milwaukie Light Rail (ongoing; completion 2015) | - Permanent decrease in parking spaces at University Place Hotel  
- Increased transit service to PSU campus and Collaborative Life Sciences Center |
| PS1 Renovation (Summer 2013) | - Major construction projects in parking structures will be complete in September 2013, allowing full use of PSU Parking Structure 1, which is in high demand |
| Parking Occupancy Signage and Improved Lighting (2013) | - Occupancy sensors and signage will be added to several PSU parking facilities, reducing the need to circle structures and lots to identify available spaces  
- Lighting improvements are planned for several locations |
| Portland Bikeshare (2014) | - Increased bike ridership to, from, and within the University District |
| Proposed Bike Garage (to be determined) | - A Metro grant has been awarded for additional secure bike parking |
| Free Use of Streetcar (ongoing) | - Multi-year agreement with Portland Streetcar allows free use by students, faculty, and staff |